

***** U N C L A S S I F I E D *****

RATUZYUW RUCCOMCC0440 2421817-UUUU--RUCBTFA.

ZNR UUUUU ZUI RUCCOABY0263 2421540

R 301540Z AUG 99 ZYB PSN 615175L25

FM USS DEYO

TO RUCBTFA/COMNAVSURFLANT NORFOLK VA//N42/N425//

RUCCOAAA/COMDESRON TWO

RUCOGAS/SIMA NORFOLK VA//00/03//

INFO RUCCOFAJ/COMREGSUPPGRU NORFOLK VA//N00/N43/N431B//
DESRON TWO

RUCCOAAK/USS THORN

BT

UNCLAS //N03700//

MSGID/GENADMIN/DEY/-/AUG//

SUBJ/AVCERT LESSONS LEARNED//

POC/STEWART/LTJG/DEY/-/TEL: (757) 444-2405//

RMKS/1. DEYO SUCCESSFULLY COMPLETED AVCERT ON 06AUG99. THE FOLLOWING
ARE LESSONS LEARNED DURING AVCERT INCLUDING ASSIST VISIT CONDUCTED
19-23JUL:

A. OPERATIONS:

(1) SCHEDULING:

(A) ENSURE SHIP RECEIVES PROPER PRE-AVCERT
INSPECTIONS PRIOR TO ENTERING AN EXTENDED MAINTENANCE PERIOD.

(2) DECK:

(A) A MAJOR DISCREPANCY WAS DISCOVERED WITH BLUEPRINTS
FOR FLIGHT DECK NETS. DRWG NO 5184097 REF B (SAFETY NETS, DK EDGE
ALUMINUM FRAME, NYLON NET) REQUIRES A 5/8" ANCHOR SAFETY SHACKLE
TO CONNECT NET FRAME WITH WIRE PENDANT. DRWG STATES A 1/2" HOLE IS
DRILLED IN PADEYE WHERE ANCHOR SAFETY SHACKLE IS ATTACHED. DRWG
SHOULD CALL FOR 1/2" ANCHOR SAFETY SHACKLE VICE 5/8".

(B) STAINLESS STEEL TURNBUCKLES AND ANCHOR SAFETY SHACKLES
SHOULD BE PROCURED PRIOR TO ASSIST VISIT. INSPECTION TEAM WAS
STRINGENT ON TURNBUCKLES FUNCTIONING PROPERLY AND, IF INSTALLED,
REQUIRED DAILY PMS ON NON-STAINLESS STEEL TURNBUCKLES.

(C) RECOMMEND SIMA "QA" NETS PRIOR TO AVCERT. DISCREPANCIES
WERE DISCOVERED AND NET SHOP WORKED OVERTIME TO REWORK NETS THAT
WERE OUT OF SPEC. THIS WILL ENSURE NETS ARE READY FOR WEIGHT TEST AT
START OF AVCERT. RECOMMEND SIMA MAINTAIN A DATABASE CONTAINING
FLIGHT DECK NET MEASUREMENTS FOR EACH SHIP.

(3) COMMS:

(A) INSPECTORS WILL WANT TO SEE DECK EDGE ANTENNAS IN DOWN
POSITION. TEST ANTENNAS PRIOR TO AVCERT TO ENSURE PROPER
OPERATION.

(B) COMMUNICATIONS OFFICER SHOULD MEET WITH INSPECTORS
PRIOR TO ASSIST VISIT TO COORDINATE COMMS TESTING.

B. ENGINEERING:

(1) AUX:

(A) RAST TRACK SYSTEM REQUIRED COMPLETE PRESERVATION AND
RESURFACING. THIS TIME-CONSUMING AND LABOR INTENSIVE REFURBISHMENT
SHOULD HAVE BEEN IDENTIFIED DURING PRE-AVAIL INSPECTION AND
PERFORMED DURING SRA.

(B) THE APL/NSN FOR FLIGHT DECK GEAR REQUIRES UPDATING. NO
REQUISITION SOURCE OR SUPPORT FOR PARTS WAS PROVIDED FOR TAIL
GUIDE WINCH SHEAVES.

(C) INSPECTORS REQUIRED TEST BLOCK FOR RSD TO CERTIFY RAST
SYSTEM. ITEM IS NO LONGER COVERED UNDER SHIP'S PMS.

(2) ELECTRICAL:

(A) AMOUNT OF TIME BETWEEN ASSIST VISIT AND AVCERT WAS INSUFFICIENT TO CONDUCT REQUIRED REPAIRS. REPAIRS TO HRS ISD AND VARIOUS LIGHTING FIXTURES REQUIRED MORE THAN ONE WEEK, EVEN THOUGH REPAIR PARTS WERE READILY AVAILABLE.

(3) FUEL:

(A) HIFR HOSES, ALTHOUGH INFREQUENTLY USED, ARE STILL A REQUIREMENT FOR CERTIFICATION; HOWEVER, SIMA DOES NOT MANUFACTURE HIFR HOSES. OUTSIDE SOURCES ARE USED, BUT TYPICALLY REQUIRE 60-DAY NOTICE TO MANUFACTURE AND DELIVER. SHORT-NOTICE PROCUREMENT IS NOT FEASIBLE DUE TO OUTSIDE SOURCE INSURANCE CRITERIA.

C. COMBAT SYSTEMS

(1) EMO:

(A) ASSIST VISIT WAS BENEFICIAL TO ENSURE PROPER OPERATION OF STABILIZED GLIDE SLOPE INDICATOR. INSPECTORS FOUND ONE PROBLEM NOT RECOGNIZED BY S/F. DURING AVCERT, INSPECTORS RE-VERIFIED SYSTEM AND PROVIDED TECHNICAL SUPPORT TO ET'S.

2. CO'S COMMENTS: MOST OF THE DISCREPANCIES DISCOVERED DURING THE ASSIST VISIT COULD HAVE BEEN AVOIDED IF A PRE-SRA AVIATION FACILITY ASSIST WAS CONDUCTED PRIOR TO DEYO'S SELECTED RESTRICTED AVAILABILITY.//

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